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German Democratic Republic

FDD Abstract

BERLINER STAHLBAU

(4pp; German;

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[redacted] Berliner Stahlbau, Berlin-Lichtenberg, Herzbergstrasse 140 was ~~is~~ listed as subordinate to VVB Abys in the Verzeichnis der Industriebetriebe der DDR as of 1 April 1950, but is no longer so listed in the Betriebslisten of the DPM Ministry of Machine Construction as of 31 May 1951. The Stahl- und Walzwerk Brandenburg, to which it is said in the present report to be subsidiary, is a VEB directly subordinate formerly to the HV Metallurgie of the DDR Ministry of Heavy Industry and now, presumably, the DDR Ministry of Smelting and Ore Mining.

This document consists of two parts. The first is [redacted] a report listing the pertinent facts about the Berliner Stahlbau (Berlin Steel Construction): this plant produces prefabricated railroad bridges for the USSR; effective production is 65,000 tons per month; the plant employs 1175 workers and 83 white-collar workers; if necessary, work is carried out in three 8-hour shifts with 640 workers per shift. Raw materials for production of goods for domestic use come from the Hennigsdorf and Brandenburg Steel and rolling mills; raw materials for reparation work come from Poland and Czechoslovakia. The plant delivers the bridges to the USSR on the reparation account for 850 Deutsche marks per ton. The important personnel are: Thiele, Business Manager; Schulze, Technical Manager; Knauer, General Manager and Personnel Chief.

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The second part is [redacted] a report on the prefabricated bridges referred to above and a sketch of a bridge. These railroad bridges are designed for standard gauge (USSR/sic?); they are 109.2 meters long and are built in five pairs of sections. The upper and lower girders are made of double-U members, joined back to back; the diagonals are of angle iron. The bridges are built of new steel of 37 and 51 quality. The fitted bolts used to assemble the bridges are shipped in from Czechoslovakia and the proper number for each bridge is sent along in its original packing. Nine bridges were built in 1949, seven in 1950, and five are scheduled for 1951. Some bridges will also be built for repairs to German railways; the steel for these bridges will be made from scrap steel. ~~Steel~~ Steel products destined for use in the GDR get one coat of red lead and one finish coat of paint; those destined for the USSR get one undercoat of red lead and two finish coats.

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The foreign language document or a microfilm of it [redacted] is available from CIA Library, [redacted]

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7 ~~Mar~~ April 1952

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